



Scoping Period Comment Form

San Francisco to San Jose Section

Thank you for attending today's meeting. The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

Meeting Date/Location

☐ January 22 - San Mateo County ☒ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): MARISA CRAVENS City: OAKLAND State: CA Zip: 94607
 Title (if applicable): Regional Planner Phone: 510-464-7926 Fax: _____
 Organization/Business (if applicable): Association of Bay Area Govts E-mail: MarisaC@abay.ca.gov
 Address: PO Box 2050, Oakland 94607

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

State Climate Policies are disincentivizing population growth in the Central Valley. The population projections that justify some of the Central Valley stations may be out of date. If these were forecast in the last few years they would've projected out based on a large migration from the Bay Area to surrounding Eastern counties. Recent state legislation (AB 32) mandates that Metropolitan Planning Organizations create a Sustainable Communities Strategy that accommodates all regional workers - we are no longer allowed to project out-of-region migration. State Housing and Transportation Agency policies (HCD and Caltrans Blueprints) favor more accommodation of CA population growth in existing neighborhoods. High foreclosure rates in the valley and market shifts to favor urban areas with transit for new development mean that population growth in the Valley will be much slower than we expected.

#1 Climate Change
#1 Pop + Housing
#1 Climate Change
#1 Pop + Housing
#1 Climate Change
#1 Pop + Housing

Stations that are not in heavily urbanized areas should be mandated to adopt high density zoning near the stations as well as urban limit lines/growth boundaries to increase ridership and limit sprawl. This is in alignment with MTC's 3434 Station Area policy in the Bay Area.

#1 Climate Change
#1 Pop + Housing
#1 Climate Change
#1 Pop + Housing

Sea Level Rise - the Northern section of the track is underwater by 2050 according to a predicted 16 inch sea level rise. The best Bay Area sea level rise maps are at www.BCDC.ca.gov.

#1 Climate Change
#1 Pop + Housing
#1 Climate Change
#1 Pop + Housing

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:07 PM
To: Kris Livingston
Subject: FW: Comment Letters to HSR EIR/EIS
Attachments: PCJPB.pdf; SAMTR.pdf; TA.pdf

From: Lafebre, Hilda [mailto:lafebreh@samtrans.com]
Sent: Monday, April 06, 2009 4:48 PM
To: HSR Comments
Cc: Lee, Marian; McAvoy, Ian
Subject: Comment Letters to HSR EIR/EIS

Dear Mr. Leavitt

Please find attached comment letters from the Peninsula Corridor Joint Powers Board (JPB), SamTrans and The San Mateo County Transportation Authority (TA) for the HSR EIR/EIS. We want to take this opportunity to reiterate our commitment of cooperation for the development of this important high speed rail system in California.

Hard copies of these letters are also being mailed to your office.

Kind regards,

Hilda Lafebre, DBIA
Manager, Environmental Planning

San Mateo County Transit District
Planning and Development
1250 San Carlos Avenue
P.O.Box 3006
San Carlos, CA 94070-1306

Tel: 650-622-7842
Fax: 650-508-7938
Cell: 650-208-4376
lafebreh@samtrans.com

The San Mateo County Transit District is a mobility leader, providing transportation choices and a sustainable future that meets the needs of our diverse communities.



please consider the environment before printing this e-mail



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EXECUTIVE DIRECTOR

April 6, 2009

Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Comments- San Francisco to San Jose Project EIR/EIS

Dear Mr. Leavitt:

The Peninsula Corridor Joint Power Board (JPB) is pleased to provide the following comments to fulfill the requirements of the Scoping phase of the San Francisco to San Jose, Environmental Impact Report/Statement review and approval process. We want to take this opportunity to reiterate our commitment of partnership and cooperation for the development of the high speed train system in California, as reflected in the Agreement our respective boards recently approved.

The JPB has divided its comments into three major areas of significant importance for its operations: 1) preservation of current investments, 2) sustainability of level of service, and 3) community character conservation. It is critical to incorporate these elements as part of the EIR/EIS development and review process.

1. Preservation of Current Investments

- a. JPB has engaged in the implementation of system programs for the purpose of improvement and development as well as to pursue Federal Railroad Administration approval of mixed rail operations. It is essential to avoid impediments to the execution of these improvement projects, which will support the accommodation of high speed trains. These projects include the implementation of its Baby Bullet Program, environmental study and preliminary design of its electrification program, CBOSS enhanced signaling system, and formulation of a series of other improvements known as Project 2015.

#1 intro

#3 coordination w/ other agencies

PENINSULA CORRIDOR JOINT POWERS BOARD
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San Carlos, CA 94070-1306 650.508.6269

- b. JPB has invested in station, track and system improvement programs. These investments should be preserved to the greatest extent possible and rebuilding should be minimized.
- c. JPB currently has active capital projects in progress that will facilitate HSR implementation in addition to supporting the Caltrain vision. Examples include the San Bruno Grade Separation and North Terminal projects. JPB requests participation in defining the HSR project to include appropriate Caltrain capital projects.
- d. We also recommend consideration for preserving the investments made by Caltrain's partner agencies which play an important role in providing feeder services and filling the gaps between Caltrain's stations.
2. Sustainability of Caltrain Services
- a. JPB is committed to minimize impacts on our communities to access our services. Consequently, construction sequencing, staging, utility work, and related construction activities should have the appropriate level of coordination and detailed information dissemination.
- b. JPB suggests that a phased service implementation approach be included and evaluated in environmental documentation.
- c. To assess potential impact on Caltrain services and system, we would like to be involved in defining all the alternatives being considered.
- d. The interoperability between Caltrain, the freight operator, intercity service providers and high speed rail must be incorporated within all design and environmental discussions and documentation.
- e. Similarly, it is critical to maintain the services provided by our partner agencies between Caltrain's stations and the necessary feeder services and suggest the incorporation of these elements within the overall design and environmental discussion and documentation.
3. Community Character Preservation
- a. JPB has a long history of preserving the character of each of the communities where we serve; therefore it is our desire that the HST system place a high consideration of preserving of the unique elements of the impacted communities. In addition, we suggest incorporating community enhancements that would provide for the knitting of communities such as in the case of grade separation areas, where this enhancement can be achieve on opposite sides of the tracks.

#3 coordination w/ other agencies

#2 construction/development phasing

#1 Alternatives

#3 coordination with Freight

#3 coordination w/ other agencies

#2 No project description

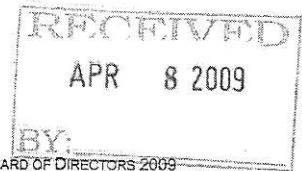
#1 aesthetics

Thank you for the opportunity to provide our comments during this critical phase of the high speed rail program.

Sincerely,



Ian McAvoy
Chief Development Officer



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SEAN ELSBERND, VICE CHAIR
MARK CHURCH
JOSÉ CISNEROS
NATHANIEL P. FORD, SR.
JIM HARTNETT
ASH KALRA
ARTHUR L. LLOYD
KEN YEAGER

MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

April 6, 2009

Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Scoping Comments- San Francisco to San Jose Project EIR/EIS

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#3 summer

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R3.

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#5
cost

#4
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s

#3
freight

#1
- cultural
- historical
resources.
- land use

Thank you for the opportunity to provide our comments during this critical phase of the high speed rail program.

Sincerely,



Ian McAvoy
Chief Development Officer

Kris Livingston

From: HSR Comments
Sent: Tuesday, April 21, 2009 3:17 PM
To: Kris Livingston
Subject: FW: San Francisco to San Jose HST
Attachments: BART Scoping Comment Letter on HSR_Final.pdf

-----Original Message-----

From: TTumola@bart.gov [mailto:TTumola@bart.gov]
Sent: Monday, April 06, 2009 2:50 PM
To: HSR Comments
Cc: Spaethling@pbworld.com; rajeung@pbsj.com; John Litzinger; dotyr@samtrans.com; Dan Leavitt
Subject: San Francisco to San Jose HST

Dear Dan,

Attached you will find BART's Scoping comment letter. A copy will also be sent via postal mail.

Regards,

Thomas Tumola, PTP
Senior Planner - BART
300 Lakeside Drive - 16th Floor
Oakland, CA 94612
office: (510) 287-4702 / cell: (510) 301-7872
e-mail: ttumola@bart.gov

(See attached file: BART Scoping Comment Letter on HSR_Final.pdf)

} # 11
intro



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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April 6, 2009

Mr. Dan Leavitt, Deputy Director
Attn: San Francisco to San Jose HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 94814

Re: Revised Notice of Preparation of a Project Environmental Impact
Report/Environmental Impact Statement for a San Francisco to San Jose High-Speed
Train System (State Clearinghouse No. 2008122079)

Dear Mr. Leavitt:

This letter provides the comments of the San Francisco Bay Area Rapid Transit District ("BART") on the Revised Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") for the San Francisco to San Jose segment of the High-Speed Train ("HST") System ("the Project") proposed by the California High Speed Rail Authority ("HSRA"). BART appreciates the opportunity to comment on the proposed scope of the EIR/EIS. BART supports the High Speed Rail project in general and the San Francisco to San Jose segment in particular, and looks forward to working closely with the HSRA on this important project. We believe that the potential impacts discussed in our comments below may be addressed and avoided or mitigated through collaborative efforts between the HSRA, BART and other affected agencies, both during the environmental review process and during the design and construction of the Project.

#11
intro

1. BART Should Be Designated as a Responsible Agency.

Pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code § 21069, a "responsible agency" is an agency, other than the lead agency, that "has responsibility for carrying out or approving a project." BART has significant ownership and operating interests in the San Francisco to San Jose HST segment corridor that will be impacted by the Project. BART will exercise discretionary approval authority over aspects of the Project, in particular regarding the stations which will link the Project to the BART system.

#16 Additional
responsible
agency

The Final Program EIR/EIS for the Proposed California High-Speed Train System, at pp. 6A-5 to 6A-8, specifies several key points where the Project will connect with the BART system:

#3
transfer
to other
systems

- Downtown San Francisco (transit or pedestrian connections to Embarcadero, Montgomery and Powell Street BART/Muni Stations from Transbay Terminal or 4th/King HST Stations)

- Millbrae BART/Caltrain Station (BART connection to San Francisco International Airport ["SFO"])
- San Jose Diridon Station (connection to proposed Silicon Valley Rapid Transit extension of BART system)

Regarding the preferred Transbay Terminal HST terminus, the Final Program EIR/EIS (page 6A-4) notes that this location would offer superior connectivity "because of its location in the heart of downtown San Francisco and since it would serve as the regional transit hub for San Francisco. . . . The Transbay Terminal is also expected to emerge as the transit hub for all major services to downtown San Francisco, with the advantage of direct connections to BART" and other transit services. Moreover, the Regional Rail Plan, recently completed by a multi-agency collaboration among the HSRA, BART, Caltrain and the Metropolitan Transportation Commission, identifies the BART system as playing a critical role in the future regional and high-speed rail system. In the long-range vision of the Regional Rail Plan, BART will account for nearly 80 percent of all regional rail trips in Northern California and serve as a key mode of access for most other regional rail linkages (see pages 75-86 of MTC Regional Rail Plan).

BART's San Francisco and San Mateo County stations are highly utilized and provide vital connectivity and passenger utility not only for the BART system, but for regional transit service—this is especially true for the Market Street Subway stations in downtown San Francisco. Any modifications of or connections to existing BART-owned and/or operated facilities as part of the Project will necessarily affect the BART system and will require BART's approval. In addition, BART has entered into various agreements regarding use and maintenance of property in the Project corridor, including specifically the February 18, 2005 Use, Operating and Maintenance (UOM) Agreement for the Millbrae Station between BART, the Peninsula Corridor Joint Powers Board and the San Mateo County Transit District. The HSRA, BART and other signatories to these agreements will need to work together regarding any amendments and/or implementation as necessary for the Project. HSRA also must coordinate with BART, as well as the Santa Clara Valley Transportation Authority (VTA), concerning any proposed design and construction at the San Jose Diridon and Santa Clara Stations that could affect the proposed BART extension to Silicon Valley, pursuant to the Comprehensive Agreement between BART and VTA. Accordingly, BART requests that the Project EIR/EIS identify BART as a responsible agency for CEQA purposes.

#3
coordinator

2. Impacts of Physical Modifications at Existing Facilities.

The Project proposes a direct connection to the BART/Caltrain Millbrae Station, which will require physical modifications to the existing station structure and rail facilities. According to the Final Program EIR/EIS for the Proposed California High-Speed Rail System, the HST San Francisco to San Jose segment will demolish existing intermodal facilities and possibly reconfigure the west side of the Millbrae Station. These physical modifications will result in direct environmental impacts on traffic and circulation and public safety, as discussed below. In addition, the EIR/EIS

#3 upgrade
existing rail
facilities
#1 traffic/circulation
#1 safety

identify and analyze any impacts of the modifications on the Millbrae station's existing rail services, pedestrian access and circulation during construction and operation of the Project. For example, it appears the Project will impact the existing intermodal transfer between Caltrain and BART. The EIR/EIS must analyze this impact and provide for equivalent intermodal transfer during construction and operation, in order to ensure the continued effective operation and safety of both patrons and employees at Millbrae Station and within the SFO Extension Project area between I-380 in San Bruno and Dufferin Avenue in Burlingame. In addition, potential deletions or alterations of existing BART tail tracks south of Millbrae Station for HST purposes must be evaluated to avoid impacts to the safe operation and maintenance of the BART system.

#1 construction impacts

Similarly, should the Project or alternatives incorporate physical modifications to other existing BART facilities – such as a tunnel connection between the Transbay Terminal and Embarcadero or Montgomery Street BART Stations, as has been proposed by the Transbay Terminal Joint Powers Authority (TJPA) – the EIR/EIS would be required to analyze and provide mitigation for impacts of such modifications.

3. Impacts Resulting from Increased Ridership on Transit Facilities and Service.

The Project will bring a substantial number of new riders to BART and other transit services, to connect to the HST San Francisco to San Jose segment. Increased ridership is a benefit to BART and other transit agencies, as well as to the public. Nevertheless, the addition of these riders to the existing environment at BART station facilities in downtown San Francisco and Millbrae could result in potentially significant impacts. The need to accommodate increased demand on existing transit facilities could require further modifications of those facilities, as a direct result of the Project, in order to maintain efficient and safe service, beyond the modifications necessary to construct the HST itself.

#6 calculation of ridership
#1 operational impacts to environment

The Millbrae Station, for example, serves as the primary station connection for BART's service to San Francisco International Airport ("SFO"). The EIR/EIS should analyze the number of riders anticipated to use the BART SFO service to connect to the HST system and any impacts such ridership will have due to increased demand on the BART system.

Moreover, according to year 2030 travel demand models, certain elements of BART's downtown San Francisco stations are over capacity. The Project is contemplating a terminus at either the San Francisco Transbay Terminal or the 4th and King Street Caltrain station. In either case, but especially at the preferred Transbay Terminal location, substantial numbers of HST riders will be transferring to other transit services, including BART. The EIR/EIS should evaluate the impacts of these new riders on the BART system and station capacity, determine whether modification to BART's downtown San Francisco stations will be necessary to accommodate the Project and, if so, address potential environmental impacts related to such modifications.

4. Traffic and Circulation.

The Project proposes to modify the existing BART/Caltrain Millbrae Station, including modifying the west side of the station and eliminating some or all of the Caltrain parking on the Station's west side. The EIR/EIS must analyze the impacts of the Project on local intersection levels of service, including those providing access to the station, during both construction and operation.

#1 traffic & circulation

5. Parking.

The EIR/EIS should also analyze the Millbrae Station's projected parking supply following implementation of the Project, the ability of the parking supply to accommodate the combined patronage of BART, Caltrain and the HSRA, and any secondary impacts resulting from overflow parking, in particular impacts to BART patrons ability to access the Station. The Final Program EIR/EIS, p. 3.1-8, finds that:

#1 traffic & circulation

one of the greatest effects that HST could have on the existing transit system would be the potential use of existing transit parking facilities by HST passengers. At all Caltrain stations other than the Millbrae Station, and at affected San Francisco Bay Area Rapid Transit District (BART) stations such as West Oakland, 12th Street, Coliseum, and Union City in the East Bay, there is sufficient parking under existing conditions. In downtown San Francisco and Oakland, as well as at the three major airports, there currently is no excess parking. Parking conditions at these locations are expected to remain the same or improve under the No Project Alternative because Caltrain and BART capital expansion programs include parking expansions and the programs are likely to continue to adjust to market demands. However, HST riders could potentially use existing transit parking facilities, resulting in parking impacts.

BART agrees with that conclusion and urges full evaluation and mitigation of this issue in the Project EIR/EIS. In addition, the EIR/EIS should not assume that any BART capital expansion of parking or other intermodal station access facilities will be designed to accommodate any of the demand generated by the HST.

6. Public Safety Impacts.

As indicated in Appendix G, Section VII(g) of the CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*), a potentially significant impact may occur if a project would "impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan." All of BART's stations operate pursuant to existing emergency response and evacuation plans. The impact on safety from increasing the number of passengers that will be utilizing the Millbrae, Embarcadero, Montgomery, and Powell Street Stations, particularly during peak periods, must be analyzed in order to determine whether any significant impacts will result from the Project and whether mitigation measures such as improvements to emergency access might be necessary.

#1 hazards
#1 safety

7. Impacts on Police, Fire and Emergency Services.

The EIR/EIS should analyze the Project's potential impacts on Police, Fire and Emergency Services on the BART's Millbrae, Embarcadero, Montgomery, and Powell Street Stations. To the extent that the Project results in increased passenger traffic as discussed above, including but not limited to areas patrolled by BART security, potential impacts should be analyzed and mitigated.

#1 public
services

8. Impacts on Geology/Soil Stability.

BART understands that the EIR/EIS is intended to "tier" off prior environmental analysis done as part of the Caltrain electrification and San Bruno Grade Separation projects. For example, both the electrification and San Bruno Grade Separation projects involve improvements to areas where BART's SFO Extension Project lies adjacent to the San Francisco to San Jose HST segment. All of these planned project improvements will include work on or near areas where BART has subsurface tunnels and other facilities. The EIR/EIS must analyze the Project's potential impacts on soil stability and structural safety, and in particular how the Project will affect BART's subsurface facilities in the Project corridor.

#1 Geology
& soils

9. Construction Noise Impacts.

The Project proposes to undertake significant modifications to Millbrae Station, with resultant construction noise, while BART and Caltrain continue to provide regular service. The EIR/EIS should analyze the impacts of and potential mitigation for construction noise on patrons at Millbrae Station.

#1 NOISE
#1 construction
impacts

10. Hazardous Materials Impacts.

The EIR/EIS should analyze any potential impacts resulting from release of or exposure to hazardous materials that might result from the proposed modifications to the Millbrae Station.

#1 Hazards

Thank you for considering BART's comments. Please feel free to contact me at 510-464-6140 if you require further information or have any question or concerns.

#11 conclusion

Sincerely,



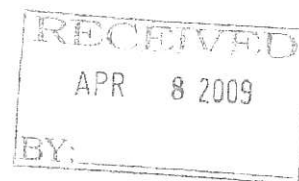
Marianne A. Payne
Department Manager of Planning



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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(510) 464-6000

*duplicate of
4/6 submital
via e-mail*



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April 6, 2009

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Pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code § 21069, a "responsible agency" is an agency, other than the lead agency, that "has responsibility for carrying out or approving a project." BART has significant ownership and operating interests in the San Francisco to San Jose HST segment corridor that will be impacted by the Project. BART will exercise discretionary approval authority over aspects of the Project, in particular regarding the stations which will link the Project to the BART system.

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2. Impacts of Physical Modifications at Existing Facilities.

The Project proposes a direct connection to the BART/Caltrain Millbrae Station, which will require physical modifications to the existing station structure and rail facilities. According to the Final Program EIR/EIS for the Proposed California High-Speed Rail System, the HST San Francisco to San Jose segment will demolish existing intermodal facilities and possibly reconfigure the west side of the Millbrae Station. These physical modifications will result in direct environmental impacts on traffic and circulation and public safety, as discussed below. In addition, the EIR/EIS

identify and analyze any impacts of the modifications on the Millbrae station's existing rail services, pedestrian access and circulation during construction and operation of the Project. For example, it appears the Project will impact the existing intermodal transfer between Caltrain and BART. The EIR/EIS must analyze this impact and provide for equivalent intermodal transfer during construction and operation, in order to ensure the continued effective operation and safety of both patrons and employees at Millbrae Station and within the SFO Extension Project area between I-380 in San Bruno and Dufferin Avenue in Burlingame. In addition, potential deletions or alterations of existing BART tail tracks south of Millbrae Station for HST purposes must be evaluated to avoid impacts to the safe operation and maintenance of the BART system.

Similarly, should the Project or alternatives incorporate physical modifications to other existing BART facilities – such as a tunnel connection between the Transbay Terminal and Embarcadero or Montgomery Street BART Stations, as has been proposed by the Transbay Terminal Joint Powers Authority (TJPA) – the EIR/EIS would be required to analyze and provide mitigation for impacts of such modifications.

3. Impacts Resulting from Increased Ridership on Transit Facilities and Service.

The Project will bring a substantial number of new riders to BART and other transit services, to connect to the HST San Francisco to San Jose segment. Increased ridership is a benefit to BART and other transit agencies, as well as to the public. Nevertheless, the addition of these riders to the existing environment at BART station facilities in downtown San Francisco and Millbrae could result in potentially significant impacts. The need to accommodate increased demand on existing transit facilities could require further modifications of those facilities, as a direct result of the Project, in order to maintain efficient and safe service, beyond the modifications necessary to construct the HST itself.

The Millbrae Station, for example, serves as the primary station connection for BART's service to San Francisco International Airport ("SFO"). The EIR/EIS should analyze the number of riders anticipated to use the BART SFO service to connect to the HST system and any impacts such ridership will have due to increased demand on the BART system.

Moreover, according to year 2030 travel demand models, certain elements of BART's downtown San Francisco stations are over capacity. The Project is contemplating a terminus at either the San Francisco Transbay Terminal or the 4th and King Street Caltrain station. In either case, but especially at the preferred Transbay Terminal location, substantial numbers of HST riders will be transferring to other transit services, including BART. The EIR/EIS should evaluate the impacts of these new riders on the BART system and station capacity, determine whether modification to BART's downtown San Francisco stations will be necessary to accommodate the Project and, if so, address potential environmental impacts related to such modifications.

4. Traffic and Circulation.

The Project proposes to modify the existing BART/Caltrain Millbrae Station, including modifying the west side of the station and eliminating some or all of the Caltrain parking on the Station's west side. The EIR/EIS must analyze the impacts of the Project on local intersection levels of service, including those providing access to the station, during both construction and operation.

5. Parking.

The EIR/EIS should also analyze the Millbrae Station's projected parking supply following implementation of the Project, the ability of the parking supply to accommodate the combined patronage of BART, Caltrain and the HSRA, and any secondary impacts resulting from overflow parking, in particular impacts to BART patrons ability to access the Station. The Final Program EIR/EIS, p. 3.1-8, finds that:

one of the greatest effects that HST could have on the existing transit system would be the potential use of existing transit parking facilities by HST passengers. At all Caltrain stations other than the Millbrae Station, and at affected San Francisco Bay Area Rapid Transit District (BART) stations such as West Oakland, 12th Street, Coliseum, and Union City in the East Bay, there is sufficient parking under existing conditions. In downtown San Francisco and Oakland, as well as at the three major airports, there currently is no excess parking. Parking conditions at these locations are expected to remain the same or improve under the No Project Alternative because Caltrain and BART capital expansion programs include parking expansions and the programs are likely to continue to adjust to market demands. However, HST riders could potentially use existing transit parking facilities, resulting in parking impacts.

BART agrees with that conclusion and urges full evaluation and mitigation of this issue in the Project EIR/EIS. In addition, the EIR/EIS should not assume that any BART capital expansion of parking or other intermodal station access facilities will be designed to accommodate any of the demand generated by the HST.

6. Public Safety Impacts.

As indicated in Appendix G, Section VII(g) of the CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*), a potentially significant impact may occur if a project would "impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan." All of BART's stations operate pursuant to existing emergency response and evacuation plans. The impact on safety from increasing the number of passengers that will be utilizing the Millbrae, Embarcadero, Montgomery, and Powell Street Stations, particularly during peak periods, must be analyzed in order to determine whether any significant impacts will result from the Project and whether mitigation measures such as improvements to emergency access might be necessary.

7. Impacts on Police, Fire and Emergency Services.

The EIR/EIS should analyze the Project's potential impacts on Police, Fire and Emergency Services on the BART's Millbrae, Embarcadero, Montgomery, and Powell Street Stations. To the extent that the Project results in increased passenger traffic as discussed above, including but not limited to areas patrolled by BART security, potential impacts should be analyzed and mitigated.

8. Impacts on Geology/Soil Stability.

BART understands that the EIR/EIS is intended to "tier" off prior environmental analysis done as part of the Caltrain electrification and San Bruno Grade Separation projects. For example, both the electrification and San Bruno Grade Separation projects involve improvements to areas where BART's SFO Extension Project lies adjacent to the San Francisco to San Jose HST segment. All of these planned project improvements will include work on or near areas where BART has subsurface tunnels and other facilities. The EIR/EIS must analyze the Project's potential impacts on soil stability and structural safety, and in particular how the Project will affect BART's subsurface facilities in the Project corridor.

9. Construction Noise Impacts.

The Project proposes to undertake significant modifications to Millbrae Station, with resultant construction noise, while BART and Caltrain continue to provide regular service. The EIR/EIS should analyze the impacts of and potential mitigation for construction noise on patrons at Millbrae Station.

10. Hazardous Materials Impacts.

The EIR/EIS should analyze any potential impacts resulting from release of or exposure to hazardous materials that might result from the proposed modifications to the Millbrae Station.

Thank you for considering BART's comments. Please feel free to contact me at 510-464-6140 if you require further information or have any question or concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marianne Payne".

Marianne A. Payne
Department Manager of Planning



Making San Francisco Bay Better

JAN 20 2009

January 16, 2009

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for a San Francisco to San Jose High-Speed Train System (Inquiry File No. mc.mc.0706.1)

Dear Mr. Leavitt,

The San Francisco Bay Conservation and Development Commission (BCDC) appreciates the opportunity to review and comment on the *Notice of Preparation of a Project EIR/EIS for a San Francisco to San Jose High-Speed Train System (NOP)*. Although our Commission has not had the opportunity to review the NOP and therefore these are staff comments, they are based on BCDC's law, the McAteer-Petris Act, and the provisions of its *San Francisco Bay Plan* (Bay Plan).

As a permitting authority along the San Francisco Bay shoreline, BCDC is responsible for granting or denying permits for all Bay filling, dredging or substantial change in use of land, water or structures within the Bay or on the shoreline, which is defined in the McAteer-Petris Act, as 100 feet landward of and parallel to the shoreline of the Bay. BCDC's regulations also require that proposed projects provide maximum feasible public access to the Bay and its shoreline consistent with the proposed project. In addition to the McAteer-Petris Act, an essential part of BCDC's regulatory framework is the Commission's *San Francisco Bay Plan* (Bay Plan). Projects approved by BCDC must be consistent with the McAteer-Petris Act and the provisions of the Bay Plan.

An important component of the Bay Plan is the priority land use designations for certain areas around the Bay. These designations were established to ensure that sufficient areas around the Bay are reserved for important water-oriented uses such as ports, water-related industry, wildlife refuges and parks. With respect to transportation, the Bay Plan includes findings and policies pertaining to proposed transportation projects that identify the issues that BCDC reviews when analyzing transportation projects. Transportation projects are also reviewed to determine consistency with the other relevant findings and policies within the Bay Plan (e.g., dredging, tidal marshes and tidal flats, recreation).

#1
land use
hydrology/
water quality

Dan Leavitt
January 16, 2009
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travel options, while minimizing impacts to Bay resources, including public access and wetland habitats. BCDC recognizes that a well-designed high-speed rail system serving the Bay Area could reduce congestion at the region's airports, reduce automobile trips, improve air quality and contribute a cleaner way to connect both the northern and southern regions of the Peninsula as well as the state. Thank you again for the opportunity to review and comment on the Notice of Preparation. If you have any questions please contact me at (415) 352-3642.

Sincerely,

A handwritten signature in dark ink, appearing to read "L. Lowe", with a stylized flourish at the end.

LINDY L. LOWE
Senior Planner